

ITEM 12 - Information

September 20, 2006

Briefing on Alternative Approaches for Strengthening the Linkages Between Transportation and Land Use Planning

Staff

Recommendation: Receive briefing on a staff review of current transportation/land use linkage activities in the region, and on the potential benefits of a new regional initiative to support and strengthen these activities.

Issues: None

Background: At the July 19 meeting, the TPB was briefed on alternative approaches for strengthening the linkages between transportation and land use planning based on programs adopted in other regions. At the June 21, April 19 and May 17 meetings, the Board was briefed on experience to date with transportation-land use incentive programs currently underway in other metropolitan areas.

Strengthening the Linkages Between Transportation and Land Use Planning in the Washington Region

Presentation to the Transportation Planning Board

Ronald F. Kirby
Director of Transportation Planning

September 20, 2006

Current Status

- At the July meeting, TPB members were briefed on:
 - A recap of options identified for a regional initiative to link transportation and land use
 - Typical projects funded by grant programs in other regions
 - Potential challenges to initiating a similar program in this region, and how those challenges might be addressed
 - Next steps, including additional analysis to identify potential benefits of a regional initiative
- In review . . .

Initiative Options

Option 1: Administer a grant program for both planning and capital activities, with funding awarded to projects based on merit and adherence to set criteria

- Patterned after MTC – San Francisco (\$30 million/year)

Option 2: Administer a grant program for planning activities only, with funding awarded to projects based on merit and adherence to set criteria

- Patterned after DVRPC – Philadelphia (\$1-2 million/year)

Option 3: Using resources out of the TPB Unified Planning Work Program, identify priority transportation needs (large- and small-scale) crucial to strengthening regional land use/transportation linkages (existing UPWP funds)

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Concerns Expressed in July

- Moving forward with Options 1 or 2 is not feasible unless sources of new money are identified
 - Letter from Chairman Knapp to the governors and the mayor intended to **explore possibilities** and **inform discussion**
- A better understanding is necessary of current activity in the region and value added, if any, by a regional initiative beyond these efforts.
 - The TPB was promised **additional analysis of regional activity and funding options** to be presented in September
 - **If warranted** by this analysis, discussion of implementing one or more of the three options would move forward

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From “What If” to “How To”

- Scenario studies demonstrate that we can reduce VMT and peak congestion, and increase transit use, through land use/transportation strategies that:
 - Get housing and jobs in closer proximity
 - Focus mixed use development around transit stations (TOD)
 - Implement supportive transit investments
- Although there is some scenario analysis still to be completed (Value Pricing, Composites), many have expressed a desire to focus on implementation
- This discussion has been geared toward answering this question: How can the TPB help local jurisdictions with further implementation of these strategies?

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Assessing Our Current Situation

- **All of the local jurisdictions as well as WMATA are currently pursuing these strategies in one form or another** as evidenced by a review done by TPB Staff (overview included in mailout packet)
 - Recent or current activities representative of all that is going on to implement the strategies in the region
 - Based on feedback from TPB Technical Committee and staff research (predominantly Web-based)
 - Not completely up-to-date or exhaustive
- Along with this review, looking at initiatives by other MPOs has helped identify potential benefits and challenges of a regional effort here

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Others Have Already Assessed This Region's Progress

- This region is already renowned for success in concentrating development in activity centers, especially those served by transit:

"Metropolitan Washington D.C. is a true success story in part because shaping land use was a goal of the original transit investment. Signature Transit-Oriented Developments abound in the District of Columbia, surrounding cities, and increasingly in outlying suburbs, a result of rebounding markets for in-town housing and commercial space, unfettered market forces, and interventionist public actions."

– 2004 Transportation Research Board report

Information from the TRB report was included in the regional overview (Chapter 12 – "Washington, D.C.: Model for the Nation")

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Further Anecdotal Evidence that Momentum Is Building:

- MetroWest (Vienna)
"It's a vision that's sweeping land-use decisions from Largo to Tysons Corner, where planners and politicians – to the chagrin of many neighbors – are accommodating the region's demand for housing with densely packed homes on slivers of land near public transit with the goal of coaxing people from their cars."
- *The Washington Post*, 3/28/06



Sketch from MetroWest Concept Plan

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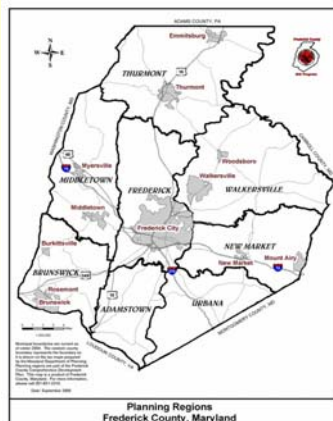
Regional Overview: Charles County

- Transportation Network Strategy
- Sub-area plan conformance with state Smart Growth Initiative
- Bryans Road-Indian Head Sub-Area Plan (2001)
- **Waldorf Sub-Area Plan (2004)**



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Regional Overview: Frederick County



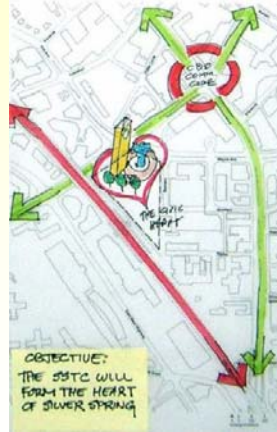
- County Comprehensive Transportation Plan
- Transit Oriented Design Guidelines
 - "... seek to integrate land use, zoning, and transportation planning elements to promote higher density, mixed use development that is easily accessible by various modes of transportation."
- Walkersville Region Plan
- City of Frederick 2004 Comprehensive Plan Update
 - Includes "alternative growth scenarios"

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Regional Overview: Montgomery County

 **Go Montgomery!** Transportation Plan for Our Future

- Go Montgomery! Transportation Plan
 - Includes land use policy goals and targeted local funding
- Centers, Boulevards, and Public Spaces Strategy
- Bethesda CBD
- **Silver Spring Transit Center**
- Shady Grove Sector Plan
- Twinbrook cooperative agreement



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Regional Overview: Prince George's County

- **Strategic Framework for Transit-Oriented Development in Prince George's County (2004)**
 - TOD Strategy for the West Hyattsville Metro Station (Pilot-2003)
 - West Hyattsville Metro Transit District Development Plan (2003)
 - New Carrolton Metro Station (2004)
 - Morgan Boulevard
 - Prince George's Plaza
- **Livable Communities Initiative**
 - LCI Task Force
 - Strategic Plan for Developing Sustainable Livable Communities



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Regional Overview: State of Virginia

- Northern Virginia Transportation Authority
 - Sub-allocated CMAQ and STP funds
 - Alternative Transportation and Land Use Activity Strategies (ATLAS) Study
 - **TransAction 2030 Northern Virginia Transportation Plan**



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Regional Overview: City of Alexandria

- **Potomac Yard**
 - Crystal City/Potomac Yard Transit Implementation Strategy
- Eisenhower East Small Area Plan
- Carlyle/PTO
- **Landmark Mall**



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Regional Overview: Arlington County

- Ballston-MU Metro Station Access Improvement Project
- WALKArlington
- Sector Plan Revisions
 - Virginia Square Sector Plan
 - Clarendon Sector Plan
- **Columbia Pike Initiative**
 - Form-Based Code
- Shirlington Bus Transfer Station
- Crystal City/Potomac Yard



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Regional Overview: Fairfax County

- Transit-Oriented Development Committee
- Tysons Corner Special Study
- Lorton/Laurel Hill
- **Springfield**
- Dunn Loring
- Vienna Station Capital Improvement Program



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Regional Overview: Loudoun County



- **Route 50 Task Force**
- Leesburg Town Plan
- Broad Run Community Plan
 - One Loudoun
- Dulles Rail
 - **Moorefield Station**
 - Loudoun Station



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Regional Overview: Prince William County

- Potomac Communities
 - North Woodbridge Urban Mixed Use Zoning Plan
- **Belmont Bay**
- Rippon Center
- Urban Land Institute Study: Barriers and Incentives to Transit-Oriented Development



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Regional Overview: WMATA

- Information drawn from WMATA Spring 2006 project update reports
- Projects with WMATA involvement were listed within discussion of each jurisdiction, and included:
 - Columbia Pike Alternatives Analysis (Arlington Co.)
 - Ballston-MU Station Access Improvements (Arlington Co.)
 - Dunn Loring-Merrifield Station (Fairfax Co.)
 - Vienna/Fairfax-GMU Station area Capital Improvement Program (Fairfax Co.)
 - Morgan Boulevard Metro Station Agreement (Prince George's Co.)
 - Prince George's Plaza development (Prince George's Co.)
 - Revised Twinbrook Metro Station Agreement (Montgomery Co.)



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What value can be added through a new regional initiative?

- Adopting one of the options for strengthening transportation/land use linkages would provide more opportunities to local jurisdictions to pursue these strategies. A regional initiative would:
 - Raise the profile of local efforts by emphasizing the regional context of the work being done, and build on the current momentum in the region
 - Provide additional assistance and funding for local efforts
 - Facilitate the sharing of experiences and strategies region-wide
 - Respond to key concerns at the top of the public policy agenda

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Staff Proposal

- *This proposal reflects comments by the TPB Technical Committee and Steering Committee*
- Given the scarcity of funding and urgency of moving forward, proceed immediately with Option 3, identifying funding in the UPWP to:
 - Continue research of regional activities and national ideas (e.g. new visualization and public involvement techniques) to provide jurisdictions the benefit of a regional “clearinghouse” of experience and ideas
 - Pursue the possibility of making a limited portion of TPB funds available to support new opportunities in the region, including consultant-led technical assistance activities focused on specific, locally-identified issues

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Staff Proposal (Continued)

- If sufficient interest is demonstrated in such technical assistance activities funded by the TPB, pursue the possibility of additional funding to supplement the TPB budget, thereby moving to Option 2
- Consider Option 1 (funding of capital projects) a possibility for the future if previous steps are successful and capital project assistance seems warranted

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The Regional Context of Linking Transportation and Land Use: An Overview of State and Local Initiatives and Activity

The following is an overview of state and local initiatives that link land use and transportation planning or demonstrate activities that further regional transportation and land use goals. They accomplish this through targeted investment in neighborhood-level transportation infrastructure or targeted facilitation of land use patterns that reduce auto travel. This list was derived from various sources, including feedback from TPB Technical Committee members since this topic was introduced in April 2006, information available on state and local government websites, and in limited instances direct correspondence with planning and transportation professionals. It is not intended to be exhaustive, but instead to present a representative overview of the initiatives and structures that various jurisdictions have in place and recent public and private sector activities that have resulted. In the interest of time, TPB-member independent cities were not included in the overview with the exception of the City of Alexandria.

District of Columbia

- The District's **Great Streets Program** involves Transportation and Planning Departments in planning comprehensive improvements to notable corridors. "The Great Streets Initiative unites infrastructure investments "between the curbs" with economic development support "behind the curb" to reposition corridors to become vibrant and unique community centers that meet the needs of local residents, visitors, workers and entrepreneurs."
 - In late July, DDOT held "an intensive four-day community workshop with area residents, merchants and property owners to discuss and review streetscape design options on **Pennsylvania Avenue east of the Anacostia River**. Part of the Mayor's Great Streets program, DDOT has committed over \$14 million for a make-over of the corridor's public spaces including sidewalks, lighting, landscaping, public art, open spaces, and the street itself. By dramatically improving the physical environment and function of the corridor, the Great Street's investment aims to also significantly improve the economic environment for residents, businesses and property owners."
 - **H Street NE Corridor Transportation Study** – "The Study will focus on ways to improve transit, pedestrian facilities, parking, and reduce vehicular impacts on the corridor. It will also lay the groundwork for improvements to the streetscape along H Street, including the sidewalks, lighting, trees and other elements." Study goals and objectives include "laying the groundwork for future transportation investments", and "supporting the development of the Corridor into a more vibrant commercial and residential neighborhood by improving transportation throughout the Corridor."
 - Additional target corridors can be viewed here: ddot.dc.gov/ddot/cwp/view,a,1249,q,637542.asp.
- Other Area Studies linking transportation improvements with land use goals include:
 - **Adams Morgan/18th Street Transportation and Parking Study** – "The purpose of the study is to examine existing and future transportation conditions in the study area and to determine short-term and long-term transportation management and streetscape improvements to reduce traffic congestion,

especially during peak morning and evening travel hours; during weekends, especially Friday, Saturday and Sunday evenings; improve traffic and pedestrian safety; examine potential transportation impact from the various planned development; improve connections between residents, employees, shoppers, and restaurant patrons and the mass transit, and protect surrounding residential streets from traffic impacts.”

- **Anacostia Transit Area Strategic Investment and Development Plan** – “Over \$150 million in public investment and several million more of private investment has been committed for various projects in the Anacostia neighborhood and neighboring communities. The Office of Planning, in cooperation with local residents, property owners, and other stakeholders, completed the Anacostia Transit Area Strategic Investment Plan to guide this investment in ways that revitalize the Anacostia neighborhood and address the needs and vision of local residents and businesses.”
- **Upper Wisconsin Ave Corridor Study - Strategic Framework Plan** – “The purpose of the plan is to provide a strategy for guiding redevelopment opportunities, encouraging a better mix of retail uses, creating a sense of place, and preserving the existing assets along Wisconsin Avenue. To that end, the Framework Plan policy recommendations are organized under four primary themes: managing growth, protecting neighborhoods, encouraging a greater retail mix, and creating an attractive streetscape and improved public realm.”
- Several more studies of a similar nature ongoing across the District.
Neighborhood and Revitalization Plans (some of which contain major transportation components) can be viewed here:
planning.dc.gov/planning/cwp/view,a,1285,q,571098,planningNav,|32341|.asp;
Area and Corridor Transportation Studies (some of which contain major land use components) can be viewed here:
ddot.dc.gov/ddot/cwp/view,a,1249,q,561095,ddotNav,|32399|.asp.
- **Transportation Enhancement Funding Projects**
 - About \$2 million available for FY 2007, typically funds the type of project identified by the above studies. Program criteria (federal) are listed here:
ddot.dc.gov/ddot/cwp/view,a,1246,q,560234.asp.
- See the Prince William County section for information about a ULI report on TOD.

State of Maryland

- The **2004 Maryland Transportation Plan** cites “process improvements to facilitate transit-oriented development in Baltimore and Washington metropolitan regions.”
- MDOT administers **Transportation Enhancements** funding for the entire state.
- The state also administers the **Access Management Program** – “Access management is the coordination of land use and access to a highway. The goal is to develop plans that will allow for economic growth and rational development while maintaining or improving safety and mobility along an existing roadway. This can be a powerful tool to direct development and preserve agricultural properties along a corridor. In designated development areas, access management can increase the capacity of a corridor to

accommodate development. In rural areas access management can minimize development pressure associated with highways in areas where development is not planned.”

- The **BRAC Transportation Action Plan** is a collaborative effort by MDOT with the Maryland State Highway Administration (SHA), Maryland Transit Administration (MTA), Maryland Aviation Administration (MAA) Motor Vehicle Administration (MVA), Maryland Transportation Authority (MdTA), Department of Business and Economic Development (DBED) and Maryland Department of Planning (MDP).
- The **1997 Smart Growth Initiative** led to adoption of statewide smart growth principles, creation of the **Office of Smart Growth (OSG)**, and establishment of “priority funding areas”; the **Priority Places Strategy** later unveiled by Gov. Ehrlich directed completion of a **Development Capacity Study**.
 - Site specific OSG activities have included the **Greenbelt Metro Development** – “A major mixed-use development has been proposed for the Greenbelt Metrorail station area, consisting of retail, office and housing situated on a 3000-space WMATA parking lot and adjacent land. When initial community and environmental concerns about the scale and design of the project threatened its ability to move forward, OSG worked with the developer to revise its designs to make the project less auto intensive and more pedestrian oriented. This involvement has helped bring about a significant improvement in the design. OSG is also attempting to open dialogue between the County and local community about better connections between the station and neighborhoods.”
 - A **Smart Growth Scorecard** was created to be used in evaluating projects and contains transportation criteria.
 - As part of the Smart Growth Initiative, MDOT did an **assessment of opportunities for transit-oriented development** and approached various local jurisdictions offering transportation planning assistance. Most involvement has taken place in Prince George’s County, including work on a comprehensive opportunities/needs assessment for the County (detailed below in the Prince George’s County section).
- The **State Sidewalk Retrofit Program** provides local jurisdictions with a 50% match toward construction of new sidewalks along state highways.

Charles County, MD

- The county **Transportation Network Strategy** has as a guiding principle the “coordination of transportation planning with land use planning as described in the **1997 Charles Comprehensive Plan and Subarea Land Use Plans**” which includes consideration of “priority funding areas” as mandated by the State of Maryland Smart Growth Initiative.
- The **Bryans Road-Indian Head Sub-Area Plan (2001)** calls for a mixed-use town center around a significant intersection in the St. Charles Urbanized Area. Different parts of the town center are planned with either a “retail emphasis” or an “employment/residential emphasis”. The new Charles County Connector will link the town center with eastern parts of the county including Waldorf and U.S. 301.
- The **Waldorf Sub-Area Plan (2004)** also calls for a mixed-use town center area, and the county’s preferred alternative for improvements to U.S. 301 through the area seeks to avoid making the highway a barrier and maintain connections for local business traffic as

well as cyclists and pedestrians. It includes streetscape designs for major thoroughfares, as well as planning for future density around proposed rail stations including the acquisition of land for future station areas.

- “Waldorf is Southern Maryland’s premier commercial center, but traffic problems, a lack of sense of place, and the growth of other centers could drain economic activity away from Waldorf and limit its future potential preeminent position. The Plan addresses land use, sense of place, traffic and related issues to achieve a vision for maintaining Waldorf as *the* center for Southern Maryland; more than a place to work and shop, a place for people to reside, build, and celebrate their community.” – Waldorf Sub-Area Plan

Frederick County, MD

- The County Department of Highways and Transportation, within the Department of Public Works, is currently working together with the Department of Planning and Zoning in the development of a **Comprehensive Transportation Plan**.
- The County has recently developed **Transit Oriented Design Guidelines**, which “seek to integrate land use, zoning, and transportation planning elements to promote higher density, mixed use development that is easily accessible by various modes of transportation.” Guidelines pertain to pedestrian and bicycle accessibility, transit orientation of the street network, mix and density of land use, and details about site design.
- The **Walkersville Region Plan** “takes a comprehensive look at the region’s land uses, community facilities, environmental and cultural features and transportation infrastructure and discusses each in the context of the next twenty years,” and incorporates the TOD Guidelines.
- The **City of Frederick** tested two alternative growth scenarios as part of its **2004 Comprehensive Plan Update**. The scenarios include land use breakdowns and concentrations as well as transportation indicators and needs.

Montgomery County, MD

- The **Go Montgomery!** Transportation Plan includes policy goals such as promoting jobs-housing proximity by encouraging mixed-use development, affordable housing, and pedestrian links to retail. It also strives to create safe environments for walking and biking and integrate pedestrian safety and accessibility in all public projects.
 - Over a ten year period, the plan allocates \$1 billion in local funds to transportation projects, including \$4 for three new transit centers, \$16 million to make all bus stops accessible with sidewalks, \$15 million to construct or upgrade eight pedestrian facilities, \$25 million to enhance pedestrian and bicycle access to rail stations, and \$16 million to construct or upgrade three multi-use trails.
- The county department of planning and the Maryland-National Capital Park and Planning Commission (M-NCPPC) are currently developing a **new strategy document concentrating on “centers and boulevards”** – in particular focusing on the redevelopment of outdated strip commercial development in the county. A draft summary report can be found here: www.mc-mncppc.org/strategic_planning/centers/index.shtm.

- The County has been improving bikeway connections and pedestrian access in the **Bethesda Central Business District** to increase the employment capacity of the area. Intersection improvements are underway, with the first completed in December 2004 at Montgomery Lane and Woodmont Avenue.
- Improvements continue to be made as part of the **Silver Spring Transit Center**. The December 2004 Environmental Assessment states: “As a transportation hub with the potential for substantial new housing, office, and retail development, Silver Spring is poised to take advantage of the State’s commitment to enhanced transit opportunities. The Project’s transit-oriented/joint development will encourage people to live, work, shop and entertain themselves in downtown Silver Spring. The Project will allow residents and visitors access to on-site retail, office, hotel and residential uses without the need for an automobile; supply upgraded and additional open space, and provide a new Transit Center and transit-oriented/joint development that integrates into the fabric of downtown Silver Spring.” The accompanying recent redevelopment of downtown Silver Spring has been cited by ULI in discussion of the “Ten Principles of Reinventing America’s Suburban Business Districts.”
- The recently adopted **Shady Grove Sector Plan (January 2006)** focused on transit-oriented and pedestrian-friendly redevelopment in the area around the Metro station. M-NCPPC is developing an Implementation Plan that will ensure that public infrastructure improvements will be coordinated with private development. This Plan will be prepared in coordination with other County agencies and will be presented to the Council for approval. The Sector Plan (www.mc-mncppc.org/shadygrove/index.shtm):
 - Features a mix of residential, office, retail and commercial development concentrated at the Metro station with parks, recreation and other community serving uses.
 - Strengthens the existing Derwood community by providing compatible development, better access to the Metro station, increased recreation and park opportunities and new public facilities including a library and an elementary school.
 - Supports technology uses along the Shady Grove Technology Corridor.
 - Achieves between 5,400 and 6,340 new residential units and approximately 7,000 new jobs within the planning area.
 - Provides a variety of housing choices with affordable and work-force housing.
 - Creates a new street network in the Metro Neighborhoods that improves access to the Metro Station and expands bikeways and the trail system serving the community.
 - Emphasizes transit use by requiring new development to mitigate vehicular trips.
 - Creates a series of open spaces, urban and public parks, and streetscapes with ground level retail/commercial uses that accommodate pedestrians and encourage street life.
 - Stages new development to ensure timely provision of public facilities such as schools, parks and transportation improvements.
- M-NCPPC has similar planning efforts underway for various other areas, details about which can be found here: www.mc-mncppc.org/community/index.shtm
- A renegotiated agreement with WMATA regarding the **Twinbrook** station area was finalized in early 2006, substantially increasing the density of the mixed-use project

Prince George’s County, MD

- In May 2003, a team including MDOT (which provided substantial funding for the project), the Governor’s Office of Smart Growth, the City of Hyattsville, WMATA, and the M-NCPPC Planning Department completed a **Transit-Oriented Development**

Strategy for the West Hyattsville Metro. This study served as a pilot for a county-wide strategic plan for TOD (see below). TOD policy objectives identified by the state and the county include:

- Identification of market-based TOD development scenarios.
 - Ability of existing TDOZ and other regulations to respond to market realities.
 - Community reaction to market-based TOD development scenarios.
 - Developer assessment of market-based TOD development scenarios.
 - Identification of funding/financial gaps to address through public-private partnerships.
 - Information about the marketability of TOD within Prince George's County.
- The **West Hyattsville Metro Transit District Development Plan** was recently updated to incorporate the recommendations of the 2003 strategy document, in an effort that included the same team of stakeholders. WMATA has selected a developer and a conceptual site plan for the area has been submitted for review.
 - Parallel to the release of the West Hyattsville study, the M-NCPPC, together with the county planning department, completed a **Strategic Framework for Transit-Oriented Development in Prince George's County**. The framework is a countywide planning document for attracting TOD to the county as a means of achieving development goals and objectives contained in the 2002 General Plan. The framework discussed the history and employment of TOD, including other jurisdictions' best practices and lessons learned elsewhere in the metropolitan region and the United States. It identified opportunities, challenges, and policymaking issues associated with employing TOD planning in Prince George's County. The framework provided criteria for evaluating the TOD potential of 15 Metrorail and 2 stand-alone MARC (commuter rail) stations in the county and included descriptions of those station areas. It also provided the TOD plan and development concept and strategy for the West Hyattsville Metrorail station area as a case study, and it made planning, community outreach, procedural and interagency and intergovernmental coordination recommendations for attracting transit-oriented development to the county. The final version of the framework, published in early 2004, can be found here: www.mncppc.org/cpd/strategicplantod.htm.
 - In 2004, the development of a **New Carrollton TOD Strategy** was initiated, also supported by MDOT. Consultant services were used to conduct a planning and design charrette to analyze the market, economic and project feasibility of various development options; and propose specific concepts and a preferred development strategy for the New Carrollton station area. The study was coordinated with:
 - The 2004 Washington Metropolitan Area Transit Authority (WMATA) solicitation for joint development proposals for WMATA-owned parcels at New Carrollton
 - The Maryland Department of Transportation (MDOT) planning, design and engineering project for the Bi-County Transitway (formerly the Purple Line), for which New Carrollton is the interim Prince George's County terminal
 - The MD 450-Annapolis Road Corridor Study
 - TOD plans are also underway at the **Morgan Boulevard** station, where an agreement with WMATA was signed for a multi-use complex in late 2005, and the **Prince George's Plaza** station, where the first area TOD broke ground in late 2005.
 - The County Executive's Office sponsors the **Livable Communities Initiative**, which was launched in April 2003. The goal of the initiative is to "create communities that promote and support sound principles for economic development, environmental improvement, educational growth, and safe clean streets so that residents have an

attractive place to live, work, plan and in which they have a sense of pride.” To date, seventy-eight (78) projects have included aesthetic improvements to gateways into the county, medians, intersections and streetscapes. These projects have received positive response from citizens and communities. Another sixteen (16) projects are scheduled for completion during this fiscal year, a list of which can be found here:

www.goprincegeorgescounty.com/Government/AgencyIndex/DPW&T/lci-landscape.asp.

- The County formed a **Livable Communities Initiative Task Force**, comprised of over 50 professional representatives from numerous State and County government agencies, non-profit organizations, community/civic organizations, business groups, schools and public safety agencies and institutions. There are eight sub-groups in the Task Force, which include Code Enforcement, Education and Public Relations, Citizen Involvement, Business Community, Municipalities, Infrastructure, Roadside Debris Management and Health and Human Services. Each sub-group is tasked with developing and recommending work plans involving residents, businesses, private and public employees, and the community in the continuing development and implementation of the Livable Communities Initiative. The task force developed a **Strategic Plan for Developing Sustainable Livable Communities** that describes each sub-committee's responsibility and their short (12 month) and long (more than 1 year) term recommendations to reach the goals necessary to create more livable communities.
- See the Prince William County section for information about a ULI report on TOD.

State of Virginia

- Administers **Transportation Enhancements** program, and suballocates **Congestion Mitigation and Air Quality (CMAQ)**, and **Surface Transportation Planning (STP)** funds to the Northern Virginia Transportation Authority for distribution in the region.

Northern Virginia

- The Northern Virginia Transportation Coordinating Council (predecessor of the NVTCA) produced in March 2001 the **Alternative Transportation and Land Use Activity Strategies (ATLAS) Study**. The study provided a context of state and local-level initiatives and presented a series of strategies that could be used to implement further efforts to link transportation and land use.
- The **TransAction 2030 Northern Virginia Transportation Plan** includes a mix of bus, rail, ride-sharing, highway and bike/pedestrian improvement projects, and incorporates a method of multi-modal corridor analysis that highlights issues of design compatibility with alternative modes.

City of Alexandria, VA

- Associated with intense redevelopment in the area known as **Potomac Yard**, the city is exploring options in conjunction with Arlington County to improve transit service and accessibility in a corridor between the Pentagon and Braddock Road Metro stations to support new growth and reduce congestion along U.S. 1/Jefferson Davis Hwy. The central portion of the corridor is occupied by Potomac Yard, a 368-acre former rail yard that is being redeveloped with a mix of office, residential, and retail uses. Build-out of Potomac Yard over the next 10 years will result in approximately 4.4 million square feet of new office space, 3,000 new residential units, 1,200 new hotel rooms, and 270,000

square feet of new retail space. At the southern end of the corridor, at the edge of Old Town Alexandria, there is active redevelopment of several sites for residential and retail uses. As a response to the large numbers of new residents and office workers expected in the corridor, Arlington County and the City of Alexandria asked the Virginia Department of Rail and Public Transportation (DRPT) to undertake a transit alternatives analysis that would explore options to improve transit service. The results of that study were published in 2003. In the two years since the completion of the Crystal City/Potomac Yard Corridor Transit Alternatives Analysis (AA), the pace of development in the corridor has increased. The purpose of the **Crystal City/Potomac Yard Transit Implementation Strategy** was designed to provide an interim service that will serve the corridor until a higher capacity service can be put in place. Transit improvements instituted under this strategy are meant to provide a high level of transit service without precluding the eventual implementation of Streetcar, Bus Rapid Transit, or the construction of an infill Metrorail station in the corridor. Under this strategy, transit improvements will be phased to coincide with development, so that service can meet the growing demand.

- City planners and consultants completed in 2003 the **Eisenhower East Small Area Plan**. The plan lays out a “transit-focused neighborhood that will include a variety of natural and urban open spaces and parks, a balance of jobs and housing, and a retail/entertainment center.” In 2003, the site featured suburban-style development with two large office buildings and a multiplex movie theater set back from the street and surrounded by surface parking. Implementation of the plan has already resulted in ground-level commercial uses wrapped around the existing buildings and streetscape improvements that have created a more pedestrian-friendly environment. Additional buildings including office, retail, and residential space are currently under construction, all within a half mile of the Eisenhower Avenue Metro station. The Alexandria Planning Commission approved design guidelines for the development in March 2006.
 - The Carlyle area sits adjacent to Eisenhower East and has already seen mixed-use, pedestrian-friendly redevelopment catalyzed by relocation of the Patent and Trademark Office to the area.
- City planners have been working with a developer to design a concept for the redevelopment of **Landmark Mall**, an aging, suburban shopping center. The plan calls for the preservation of the mall’s anchor stores and constructing around them “Landmark Village”, a town-center-style commercial area with a traditional urban street grid and including residential units.

Arlington County, VA

- Arlington County “gives a high priority to those projects that minimize vehicle-miles traveled by taking advantage of compatible land use and transportation investments. Projects in the Rosslyn-Ballston corridor, in Shirlington, and along Columbia Pike reflect this philosophy.” (Ashby)
- The **Ballston-MU Metro Station Access Improvement Project** features multiple sources of funding, cooperation of multiple stakeholders, and multi-modal improvements. The project includes adding a pedestrian passageway under a major street, and construction of new elevators and escalators to access the station, including some that serve a new development. Funding sources include CMAQ, RSTP, and Transportation

Enhancements Program funding, along with local and district bonds and a significant developer contribution.

- The **WALKArlington** program includes projects to improve pedestrian safety and accessibility in key locations throughout the county. Projects include intersection “bulb-outs” or curb extensions, accessible ramps, enhanced crosswalks, and decorative raised intersections.
- Recent **Sector Plan revisions**, which emphasize pedestrian needs and further mixed-use redevelopment, include updates to the **Virginia Square Sector Plan** and the **Clarendon Sector Plan**.
- The **Columbia Pike Initiative** promotes the reinvention of South Arlington’s “Main Street” as a center of pedestrian activity and targeted redevelopment. Planning efforts have included plans for light-rail service with corresponding nodes of activity, and the development of a “form-based code” regulating redevelopment along the corridor. A form-based code specifies a set of “rules” governing acceptable building types and their placement relative to the street and sidewalk. The needs of the pedestrian are a driving force behind the specified urban “form.” Sidewalk widths and distances across streets at intersections are being looked at. Some other approaches being considered are ways of reducing the speed of vehicular traffic and providing landscaping and on-street parking to increase pedestrian levels of comfort. The Arlington County Board adopted the Columbia Pike Revitalization Plan in 2002 and the Columbia Pike Form-Based Code in 2003, and created the Columbia Pike Implementation Team in 2004. Many properties along the corridor are now under contract with redevelopment planning underway within the established parameters. The latest news about activity along the corridor can be found here: www.columbiapikepartnership.com.
- In 2005/early 2006, the Arlington County Board decided to proceed to final design and construction of the **Shirlington Bus Transfer Station**. The new station will be located at the intersection of South Randolph and 31st Streets and will include a climate-controlled waiting area with customer seating and restrooms as well as protected outdoor seating. The station should encourage transit trips to and from a densely developed area of the county not directly served by Metrorail.
- See the section on the City of Alexandria for information about **Crystal City/Potomac Yard**.

Fairfax County, VA

- A **Transit-Oriented Development Committee** was formed within the County Planning Commission in response to direction by the Board of Supervisors to provide a more refined, standardized definition and set of principles for transit-oriented development in Fairfax County. The County is seeking to define what TOD should mean for a more suburban jurisdiction with transit stations in more suburban settings. The committee has held several informational meetings featuring presentations by regional TOD experts and discussions open to citizen participation. The committee plans to evaluate the variety of information it receives and will work toward developing an amendment to the Policy Plan volume of the Comprehensive Plan, which guides all development in Fairfax County.
- In July 2004, the county put plan amendment proposals in Tysons Corner on hold and initiated a **Tysons Corner Special Study** to evaluate the area's transportation system and

review Tysons Corner rail related Plan recommendations. Since the scope of the study requires public involvement at several stages, in March 2005, the Board of Supervisors established a task force (officially called the Coordinating Committee) to work with staff during the special study and to help coordinate public outreach and public input. In May 2005, the Task Force's role was clarified and its membership was expanded by the Board of Supervisors to include a diverse mix of stakeholders from the community, businesses and major employers, as well as representatives from each Supervisory District, the Fairfax County Chamber of Commerce, TYTRAN, and area neighborhoods. The Tysons Land Use Task Force's mission is to formulate Plan revisions that will: promote mixed use, facilitate transit-oriented development, enhance pedestrian connections throughout Tysons, increase the residential component of the density mix, improve the functionality of the area, and provide for amenities and aesthetics such as public spaces, art, and parks. The next step for the Task Force is to engage the help of a preeminent urban design/planning firm to determine what Tysons Corner should look like in the future with the planned Metro Rail Stations. More information on the study can be found here: www.fairfaxcounty.gov/dpz/tysonscorner/.

- **Lorton/Laurel Hill** – the county has released a Request for Proposals (RFP) to adaptively reuse a portion of the former Lorton prison located in what is now known as Laurel Hill. The RFP seeks qualified private developers to join in a public/private effort to develop the former 80-acre Lorton complex area through the adaptive reuse of existing buildings and new infill building construction. This follows work by a citizen task force in collaboration with county planning staff that completed an amendment to the county's Comprehensive Plan and an initial reuse plan that was a condition for transfer of the property from the federal government (it was a prison for D.C.). A second task force issued recommendations for adaptive reuse planning to guide the development of a site masterplan, and the county has created a three-person Project Advisory Committee to ensure implementation according to the recommendations.
- Assisted by the Urban Land Institute, the county is studying the **Springfield** area, including a May 2006 report on market conditions, transportation, planning and design, development strategies, and implementation. The focus is on maintaining the viability of the area as a commercial center and ensuring that infrastructure can accommodate pending office and residential growth. Ideas presented for transportation improvements include new bridges, circulation pattern changes, additional bus/shuttle services, and Metro station access improvements.
- An agreement was signed between the county and WMATA in May 2005 for a **mixed-use development at the Dunn Loring Metro station**, to include about 700 condominium units and substantial retail space.
- The county also worked with WMATA in 2005 to create a timely **capital improvement program for the Vienna station** in order to enhance access and facilities for pedestrians, bicycles, buses, and automobiles. The program includes the roadway and transit improvements proposed by MetrWest, the transit-oriented development south of the station.

Loudoun County, VA

- In late 2004, the Loudoun County Board of Supervisors endorsed the formation of a **Route 50 Task Force** to gain input and recommendations on key issues affecting the

Route 50 corridor. The Route 50 is viewed as potentially a unique gateway corridor or “heritage highway” within the southern portion of the County. Among other issues, the task force focused on identifying transportation improvements necessarily for attaining this vision, recognizing the context of existing land uses and pressure for development. The final report of the Route 50 Task Force was presented to the Board of Supervisors for consideration in July 2005. On October 18, 2005, the Board voted to move forward with policy changes necessary to implement the Route 50 Task Force's recommendations as a priority item, including work on proposed amendments to the General Plan and the Countywide Transportation Plan. The Route 50 Task Force report is available here: www.loudoun.gov/bos/route50/report/index.htm.

- The **Leesburg Town Plan** includes many objectives “intended to integrate and mix land uses in appropriate locations to reduce traffic problems” and “the transportation element stresses coordination among local, county, state, and regional transportation agencies to ensure successful implementation of the transportation objectives.” The plan expresses a desire to be able to implement context-sensitive transportation improvements that encourage alternative modes, facilitate desired patterns of new growth, and preserve the historical character of the town. The plan is available online here: http://inetdocs.loudoun.gov/planning/docs/plans/_leesburgtownpla_/index.htm.
- The **One Loudoun** development is taking shape as part of the **Broad Run Community Plan** process. Broad Run District Supervisor and COG Board member Lori Waters initiated this process in Spring 2005, with the Community Plan to be drafted based on public input and to address the possibility of establishing a mixed-use “town center” district. The One Loudoun development may essentially become the town center area. The Washington Smart Growth Alliance has recognized One Loudoun as a “Smart Growth Project” based on its planned characteristics, describing the project as “differing from much of the conventional development in Loudoun County,” in that “different uses will be integrated to encourage walking and a vibrant street life.” The development is also to include the Dulles World Trade Center complex. A rezoning proposal to facilitate the development is currently in a work session of the Loudoun County Planning Commission.
- The county has also encouraged concentrated, mixed-use development around the planned Metro station at Dulles Greenway and Route 772, with the **Moorefield Station and Loudoun Station** developments. One observer of the development activity stated in 2003, “Nobody has ever planned for mass transit, mixed use, and high density of this size in Loudoun.” From the Moorefield Station development website: “The development of the Moorefield Station plan will be phased as mass transit comes to Loudoun County. The site will include 12 acres dedicated immediately for use as a transit station, first for bus rapid transit and later for rail. Rail near a Transit Oriented Development establishes a central focus in the community and creates opportunity for non-vehicular trips.”

Prince William County, VA

- The county Board of Supervisors in November 2003 approved “**Potomac Communities**”, a revitalization plan for the Route 1 corridor. The plan consists of recommendations to encourage the redevelopment of strip commercial and the development of employment opportunities and higher density residential uses. Plan elements include a North Woodbridge Urban Mixed Use Zoning Plan. The overall plan is based on a report by the Urban Land Institute (ULI), which was contracted to examine

the full economic potential of the corridor. Projects recommended within the report include: designs and identification of gateway entrance features and selected retail nodes, proposals for east/west intersecting road upgrades, designs for a Eco-Tourism program, identification and provision of land and buildings for new economic development prospects, and development of promotional material. Information about the plan and its implementation can be found here:

www.pwcgov.org/default.aspx?topic=040035001140001750.

- In the late 1990s, the county encouraged modifications of the existing zoning code to create a mixed-use, pedestrian-oriented town center now known as **Belmont Bay** in the Woodbridge area east of Route 1. Groundbreaking took place in 2000 and the development has been extremely successful, boasting strong appreciation in home prices over the past four years.
- County officials recently approved plans for **Rippon Center**, a project to be constructed adjacent to VRE's Rippon Station located just south of Woodbridge. Rippon Center will include 550 high-rise condominiums, 250,000 square feet of office space and 27,000 square feet of retail space. In its conception, the project extends to commuter rail stations the trend toward high density, mixed-use, pedestrian-friendly developments that have grown around many of the area's Metro stops.
- Planning professionals from the governments of Prince William and Prince George's Counties and the District of Columbia participated in a 2003 study by the Urban Land Institute called Barriers and Incentives to Transit-Oriented Development, which identified progress and remaining challenges faced by the three jurisdictions in encouraging TOD.



August 17, 2006

District of Columbia

Bowie

College Park

Frederick County

Gaithersburg

Greenbelt

Montgomery County

Prince George's County

Rockville

Takoma Park

Alexandria

Arlington County

Fairfax

Fairfax County

Falls Church

Loudoun County

Manassas

Manassas Park

Prince William County

Mayor Anthony A. Williams
 District of Columbia
 John A. Wilson Building
 1350 Pennsylvania Avenue, NW
 Washington, DC 20004

Governor Robert L. Ehrlich, Jr.
 State of Maryland
 State House
 100 State Circle
 Annapolis, MD 21401-1925

Governor Tim Kaine
 Commonwealth of Virginia
 P.O. Box 1475
 Richmond, VA 23218

Dear Mayor Williams, Governor Ehrlich and Governor Kaine:

I write on behalf of the Transportation Planning Board (TPB), the federally designated Metropolitan Planning Organization for the National Capital Region, seeking your assistance in exploring options to improve the transportation system in the Washington area.

In recent months, the TPB has received presentations (the most recent of which is attached to this message) about strategies used in other regions of the country to more effectively link transportation and land use planning, including ways of promoting projects that further regional transportation and land use goals. In the Washington area, an extensive visioning process in the late 1990s arrived at a set of comprehensive, regional land use and transportation objectives and strategies. These objectives, which continue to guide the TPB, include concentrating development around existing and planned highway and transit infrastructure, and improving mobility through access to multiple transportation modes and options. The vision recognizes that transportation goals cannot be reached without addressing land use, and vice versa.

The 2005 federal transportation authorization (SAFETEA-LU) also calls for improved coordination of transportation and land use at the regional level, and provides metropolitan planning entities like the TPB with additional funds to help identify regional needs and develop regional strategies. However, funding remains scarce for localized efforts to identify specific transportation needs, and the capital projects that address those needs.

Regional planning organizations in other major metropolitan areas (including San Francisco, Atlanta, and Philadelphia) have sought to implement their own vision objectives through grant programs that fund specially selected transportation projects and activities that help facilitate desired land use patterns. These programs are administered regionally with selection criteria based on regional goals. Projects typically funded by these programs include pedestrian circulation plans for town center areas or business parks, access improvements to transit stations, and other projects that can lower congestion and improve safety in urban, suburban, and exurban areas alike.

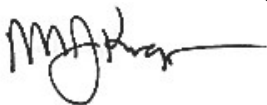
Hearing about these programs has engendered discussion among TPB members about the potential benefits of conducting such a program on a regional scale, including the ability to more easily share successful strategies and maintain consistent focus on how small-scale projects fit in to the context of larger regional challenges. It also has spurred dialogue about the barriers to implementing a similar program in the Washington area, most notably the dearth of funds not already committed to various crucial transportation needs.

In discussing prospective options, TPB members generally have concluded that while there are significant benefits to be derived from conducting such a program on the regional level, taking funds away from other needed activities and projects would be a major concern and obstacle. We are hopeful that, given the support shown by the three state-level administrations for linking transportation and land use objectives that some level of funding might be contributed by each to this initiative for the Washington region without detracting from existing transportation resources.

In the other major metropolitan areas that have undertaken similar efforts, a total sum of \$30 million has been used to get the program started. The TPB is willing to commit a substantial portion of its own available planning funds to develop a framework for administering such a program, including selection criteria based on the TPB's study of alternative land use and transportation scenarios.

No definite commitments are being sought at this time; rather, it will simply aid the TPB in further discussion of this issue at its September meeting to know if the potential exists to obtain additional funding in support of such a program. I will follow up with each of the Department of Transportation secretaries in advance of the next TPB meeting on September 20, and work with your respective administrations in further development of these ideas. Thank you for your consideration.

Warmest Personal Regards,



Michael J. Knapp
Chairman
National Capital Region Transportation Planning Board

cc: Michelle Pourciau, Director of Transportation, District of Columbia
Rick Rybeck, District of Columbia Department of Transportation
Sharon Anderson, Office of the Mayor, District of Columbia
Robert Flanagan, Secretary of Transportation, State of Maryland
Samuel Minnittee, Maryland Department of Transportation
Lyn Erickson, Maryland Department of Transportation
Key Worcester, Office of the Governor, State of Maryland
Pierce Homer, Secretary of Transportation, Commonwealth of Virginia
Jo Anne Sorenson, Virginia Department of Transportation
Kanathur Srikanth, Virginia Department of Transportation